



**Mukilteo Multimodal Ferry Terminal Project
Public Coordination Plan
Spring 2006**



**Washington State
Department of Transportation**



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Introduction

The following plan will guide the Washington State Ferries' (WSF) Mukilteo project team through the various public and agency (collectively, public) involvement activities for the Mukilteo Multimodal Ferry Terminal Project. The plan outlines activities covered during the project period of scoping through National Environmental Policy Act (NEPA) determination. An addendum to this plan will be outlined at a later date that will include specific public involvement activities during permitting, construction and the opening of the terminal.

The plan is designed to solicit early and continued feedback from stakeholder groups and ensure that input will be incorporated into the decision making process. It is a fluid document—capable of reacting to feedback and project changes as needed.

This plan complies with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law on August 10, 2005, Section 6002 as a plan for public coordination. The milestone schedule of project activities included in this document may be modified only for good cause, and the schedule shortened only with concurrence of affected cooperating agencies per Section 139(g)(2). Copies of the milestone schedule herein, or in another format, may be made available to the public.

For further information about this plan or to be placed on the project mailing list, please contact Joy Goldenberg at (206) 515-3411 or e-mail at goldenj@wsdot.wa.gov.

Project overview

WSF has operated a ferry route between Mukilteo and Clinton (on south Whidbey Island) since 1951. The ferry route is a major transportation corridor, carrying approximately four million passengers and two million vehicles per year. It is the second busiest route (in terms of vehicle traffic) in WSF's system and has the third largest annual ridership. The existing terminal is old and needs major repairs. Improvements are needed to operate the terminal safely and efficiently, and to meet future ridership forecasts, security requirements and WSF business initiatives.

WSF and the Federal Transit Administration (FTA) are planning to build a new multimodal ferry terminal in Mukilteo. The new terminal, along with the planned Sound Transit Commuter Rail Station will be co-located at the former Mukilteo Tank Farm property, just east of the current facility. Key features of the new terminal include:

- New terminal building
- New ferry dock with two ferry slips
- Overhead pedestrian bridge giving passengers direct connections between the terminal, ferry passenger deck, transit center, and Sound Transit Commuter Rail Station
- Transit center for service connections with Everett and Community Transit
- New parking garage

- Pick-up and drop-off areas
- Bike facilities and dedicated bike ferry staging
- Pedestrian waterfront promenade for public access to the water
- Space for commercial and other services
- Vehicle holding for 260 cars (two boatloads) with HOV priority staging and bypass lanes
- New access road with “overflow” lane and HOV bypass
- Four-booth toll plaza with HOV priority
- Compatibility with possible future access via Japanese Gulch
- Security screening areas

The project is undergoing an environmental review process in accordance with the NEPA. WSF plans to start construction in 2008 and complete the project in 2010.

WSF has secured approximately \$138 million in funding for the project from state and federal sources. At this time the estimated costs associated with the full project are greater than current funding, and therefore the project may be phased. Construction of the second ferry slip and the parking garage will be deferred until funding is available.

Team structure

Three primary groups make up the Mukilteo Multimodal Ferry Terminal Project team:

- FTA
- WSDOT/WSF
- Project consultants

FTA

FTA has lead Federal agency status for the project. FTA contacts are Linda Gehrke, deputy regional administrator, and William Ramos, community planner and contact for other WSF projects.

WSDOT/WSF

Although FTA is the lead Federal agency for the project, WSF staff is in charge of project management and guides the project team. They authorize, review and approve consultant work and provide recommendations to WSF executives. The following WSF staff members are involved with the facilitation and review of the project:

- Project director – Nicole McIntosh
- Project manager – Kerry Ruth
- Assistant project managers – Susan Fletcher, Mark Morin
- Community and Customer Relations – Joy Goldenberg
- Geotechnical designer – Don Chadbourne
- Structures designer – Tom Bertucci
- Environmental coordinator – Marsha Tolon

Project consultants

Moffatt & Nichol is the lead consultant for the project and are assisted by several prime and subconsultants. The consultant team conducts environmental and transportation analysis and make recommendations to WSF staff. They provide expertise and support as needed to complete the project. Team meetings with WSF and the subconsultants are held twice a month. Additional meetings are scheduled as needed. Project consultants include:

Moffatt & Nichol

- Project manager – Ted Bell
- Assistant project manager – Colleen Puri
- Principal-in-charge QA/QC – Tom McCollough
- Peer review, constructability – Dick Lawrence
- Structural design manager – Basil Kattula
- Civil design manager – Chadd Novich
- Coastal engineering – Susan Tonkin
- Economic, social, relocation – Lloyd Thompson

Subconsultants

- Anchor Environmental – Tracey McKenzie, Environmental manager
- Adolfson Associates – Ikuno Masterson, Environmental documentation
- Herrera Environmental Consultants – Peter Jowise, Hazardous waste, water resources
- Parsons Brinckerhoff – Dennis Haskell, Architecture
- Jacobs Civil – Mark Wegener, Traffic noise, air, electrical
- NWAA – Chris Miss, Cultural resources manager
- Preston, Gates & Ellis – Will Stelle, Tribal consultation

Cocker Fennessy

Cocker Fennessy provides public involvement and communications support to WSF Community and Customer Relations. Kris Jorgensen is the project lead.

Public involvement goals

The goals of the public involvement plan are:

- Goal A:** Promote an understanding of the need for and purpose of the project and the process leading to the final decisions.
Objective - Ensure that comprehensive information about the project is available to the public and the media.
Objective – Demonstrate a thorough analysis of issues by providing information and findings.
- Goal B:** Involve the community and other stakeholders early in the process, with continued communication and feedback throughout the process.
Objective – Provide stakeholders a range of public input opportunities.

Objective – Respond to input that is received and demonstrate the use of public comment.

Goal C: Ensure that public input is incorporated into the decision making process.
Objective – Provide stakeholders opportunities at project milestones, prior to decision-making.

Goal D: Coordinate communications between the project team and stakeholders.
Objective – Establish a process for the project team to educate stakeholders about the project, and to receive and respond to stakeholder input.

Goal E: Evaluate the public involvement process throughout the life of the project.
Objective – Use tools to monitor the effectiveness of public involvement.

Goal F: Coordinate public involvement activities with Master Tank Farm consortium partners.
Objective – Identify opportunities to co-host public meetings and coordinate messages and materials.
Objective – Share project schedules, meetings and feedback received.
Objective - Provide briefings to partners' governing bodies as appropriate.

Goal G: Fulfill and expand upon public involvement requirements under a NEPA Environmental Impact Statement (EIS).
Objective – Implement a public involvement plan that expands upon the requirements under a NEPA EIS and complies with SAFETEA-LU.

Environmental review

At the start of the project, WSF, in consultation with regulatory and resource agencies, agreed that an Environmental Assessment (EA) was the appropriate environmental process to determine whether to go to a Finding of No Significant Impact (FONSI) or an Environmental Impact Statement (EIS) and Record of Decision (ROD). Under this plan, WSF completed the NEPA EA scoping process, and not only met minimum EA requirements, but took an expanded approach with public involvement activities.

Early in 2006, upon completion of environmental discipline studies it was determined the effects posed by the proposed action upon natural and cultural resources would benefit from more detailed analysis, and therefore the project team decided to prepare an EIS. NEPA EIS scoping meetings will be held in March, and agencies with jurisdiction and interested parties and the public will be asked to provide information about potential significant social, economic, or environmental issues related to the alternatives being evaluated under the EIS. Through agency, tribe and public comment, the NEPA EIS scoping also offers opportunity to contribute to the development of the project purpose and need, and the determination of the range of alternatives.

Cooperating agencies to the former EA will be invited to continue in this role for the EIS. Other agencies with interest in the project will be invited as participating agencies to the project as provided by Section 6002 of SAFETEA-LU. Federally recognized Tribal governments who were signatory to the Point Elliot Treaty will be invited as participating agencies. Both cooperating and participating agencies will have opportunity to provide input to the development of the EIS according to their area of jurisdiction and interest. This will entail review of the project purpose and need, of the alternatives, and of the draft and final EIS. Cooperating agencies were invited to review draft discipline studies.

The Public Scoping Summary Report completed in November 2004 at the close of the October 2004 EA scoping meetings, will be incorporated in the EIS scoping document, and all outreach data will be used in the EIS development. Because the alternatives being evaluated under the EIS are very similar to those presented during EA scoping, the EIS scoping process can be conducted with greater understanding by interested agencies and parties.

Along with the opening of EIS scoping, and in compliance with SAFETEA-LU requirements, the schedule for coordinating public comment on the project Purpose and Need and the project Alternatives, will be provided to all participating agencies and made available to the public. Realizing project scoping continues until the ROD is issued, 30-day comment periods will be provided to the public for scoping, project Purpose and Need, and project Alternatives to assist project schedule progress.

Stakeholders

Stakeholders including local community groups, elected officials, businesses, residents and agencies care about this project. Outreach strategies and key messages will be developed for organizations and individuals who both support and oppose the project.

The level of outreach will vary depending on the level of impact the project will have on the various stakeholders. For example, WSF has identified local businesses that will be affected by the relocation of the ferry terminal, Project members met with the owners and representatives of each of these businesses to share information about the project and gather their feedback. Regular communication (e-mail updates and meetings) has been established to share information about the project. Stakeholders will be captured within the project database and will be categorized in a tiered system as follows:

- Tier 1 – Individuals that are most directly affected by the project. These stakeholders will receive project briefings and frequent contact.
- Tier 2 – Individuals who belong to interested community organizations or others that have a strong interest in the project. They will receive e-mail or mailed information about the project and meetings, and may request project briefings if interested.
- Tier 3 – Individuals who have less interest in the project but may want general information at key project milestones. They will receive public meetings notices.

Stakeholders may move between tiers throughout the life of the project. The database will consist of individuals from groups including:

- Ferry Advisory Committee
- Ferry passengers on the Mukilteo-Clinton route
- Mukilteo Tank Farm Consortium members
- Local Governing Agencies
- Resource Agencies with Jurisdiction
- Elected Officials
- Transportation/Transit
- Tribes
- Public Utilities
- Emergency Responders
- Parks/Recreation
- Local Businesses
- Business Associations
- Environmentalists/Preservationists
- Community Organizations
- Community Activists
- City Residents
- Adjacent Property Owners
- News Media
- Users of Public Transportation
- Interested Members of the General Public

Public involvement approach and milestone schedule

The WSF Customer and Community Relations office will manage the plan and all members of project team will be engaged in public involvement activities. Activities will be coordinated with the FTA and Tank Farm consortium partners. The consortium— Port of Everett, City of Mukilteo, City of Everett, Sound Transit and WSF—established to acquire and plan for development of the tank farm would coordinate to ensure a comprehensive approach with regard to development of the property. Because of the number of various activities within the vicinity of the Mukilteo Multimodal Ferry Terminal Project, public meetings and materials will include surrounding project information when possible.

The project team will also regularly confer with the chairs of the Ferry Advisory Committee in Mukilteo and Clinton. They will be asked to make recommendations about public meetings, organizations to brief, project materials, etc.

Agency consultation will be led by the proper project members, and will include an early and continuous exchange of information with the appropriate agencies. These efforts will be monitored and integrated into this plan as necessary. And regular communication will be established to ensure that these efforts are captured within the overall public involvement documentation.

Kerry Ruth, in consultation with FTA, will manage tribal consultation in coordination with Will Stelle and Russ East, WSF Director of Terminal Engineering; although many team members will participate in the on-going government-to-government dialogue. Regular communication will be established within the project team to ensure that information is coordinated internally and integrated into the government-to-government dialogue with the tribes. Consultation efforts and results will be captured within the overall project documentation.

The public involvement activities will be sequenced to coincide with major project milestones, specifically:

- NEPA EA Scoping
- Alternative Screening
- Environmental Analysis
- NEPA EIS Scoping
- Public comment on the project Purpose and Need and project Alternatives
- Draft EIS publication and circulation
- Final EIS issuance and circulation
- ROD issuance

The graphic on the following page presents an overview of the public involvement activities at each major project milestone, and the resources proposed to facilitate involvement.

Milestone Timeline of Activities									
Season/Year	Project Milestone	Public Outreach Tools							
		 Stakeholder Briefings	 Public Meetings	 Mailings	 Handouts	 Local Events	 Database	 Web Page	 News Release
Fall/2004	NEPA EA Scoping	✓	✓	✓	✓	✓	✓	✓	✓
Winter/2004	Alternative Screening	✓		✓		✓	✓	✓	
Spring/2005	Environmental Analysis					✓	✓	✓	
Winter/Spring 2006	NEPA EIS Scoping	✓	✓	✓	✓	✓	✓	✓	✓
Winter/Spring 2006	Project Purpose and Need & Alternatives Public Comment		✓	✓	✓			✓	
Fall/Winter 2006	Draft EIS Publication	✓	✓	✓	✓	✓	✓	✓	✓
Fall/2007	Final EIS issuance	✓	✓	✓	✓	✓	✓	✓	✓
Fall 2007	ROD issuance	✓	✓	✓	✓	✓	✓	✓	✓

The following provides written detail on the public involvement activities to be conducted during each milestone. On-going communication tools including newsletters, stakeholder briefings, media relations, web updates and notices will be utilized throughout the project as needed. The public will be encouraged to provide feedback via

the website, e-mail, mail and comment forms. Feedback will be collected and responded to as appropriate.

NEPA EA Scoping

WSF held two public EA scoping open houses during the fall of 2004. Outreach during this phase focused on providing the public and media with project background information and an opportunity for input on the scope of the analysis to be conducted under the EA. A newsletter mailer was sent that introduced the project, its background and timeline, and announced the opportunity to comment and the first public meetings. E-mail notices were distributed to the Mukilteo-Clinton route list and notices were distributed on the vessels, at the terminals, and at libraries and other community facilities. Advertisements were placed in local newspapers within the project area and news releases were sent prior to the meetings.

At the meeting, interested parties and the public commented on concept alternatives, potential impacts and benefits. Comments were also submitted by mail and e-mail. Meeting comments were summarized and circulated among the project team.

Alternative screening/Environmental analysis

A second newsletter was mailed following the EA scoping period. It provided a summary of the comments from the EA scoping period and the first public meetings as well as a project update. It also explained how the feedback is being incorporated into the design and the environmental documentation. Continued stakeholder briefings, web updates and other on-going communication tools were utilized throughout this period. Comments are being incorporated into the decision process.

NEPA EIS Scoping

Public Scoping: Public meetings will be held on March 21 and 22, 2006. These meetings follow the publication of the Notice of Intent (NOI) in February 2006 to prepare an EIS. The purpose of the meetings will be to allow interested parties the opportunity to provide information about potential significant social, economic, or environmental issues related to the alternatives being evaluated under the EIS within a 30-day period stated in the NOI. Through agency, tribe and public comment, the NEPA EIS scoping also offers opportunity to contribute to the development of the project purpose and need, and the determination of the range of alternatives. A postcard mailer will be sent announcing the meetings, advertisements will be placed in local newspapers and news releases will be distributed. E-mail notices will also be distributed to the Mukilteo-Clinton route list and notices will be distributed on the vessels, at the terminals, and at libraries and other community facilities. Comments will be summarized and circulated among the project team to provide appropriate response.

Because the alternatives being evaluated under the EIS are very similar to those presented during EA scoping, the EIS scoping process can be conducted with greater understanding by interested agencies and parties. The project team will prepare a Public Scoping Summary Report containing comments and responses to the EA and EIS scoping. This scoping information will be in the EIS development.

Agency Scoping: WSF will hold an Agency scoping meeting for the EIS the afternoon of March 21, 2006. The meeting of public agencies allows opportunity to provide input on their concerns, to help identify potential impacts of the alternatives being considered and potential areas of mitigation, and to continue the working relationship established with the initial EA project for the remainder of the environmental process. Public agencies will also be invited to comment on the project Purpose and Need statement. An information package shall be prepared prior to this meeting.

Project Purpose and Need & Alternatives Public Comment

The project Purpose and Need statement and Alternatives, revised to address temporary and permanent parking for the build alternatives, will be provided to the public and participating agencies for 30-day comment. The schedule for public and participating agency review of the updated statement will be made available to the public per SAFETEA-LU Section 6002, at the EIS scoping meetings to be held in March 2006. The comment period ends on April 5, 2006.

Draft EIS Publication

The draft EIS would be issued by FTA and released to the public with a Notice of Availability (NOA) in the Federal Register, local newspapers, and on the project web page during Fall/Winter 2006. Copies of the draft EIS would be circulated to interested persons and agencies for comment during a 45-day period. A newsletter will be mailed that will describe the project and possible impacts, identify the locations where the document is available, and announce a public hearing. The purpose of the hearing will be to formally present the preferred alternative and the associated environmental impacts for public comment. The hearing will consist of a public open house followed by a transcribed formal hearing. Notices will be placed in libraries and community facilities, on the ferries and at the terminals. The project team will respond to the comments and prepare a Public Scoping Summary Report.

Final EIS Issuance

A final EIS would be issued by FTA and released to the public with an NOA in the Federal Register, local newspapers, and on the project web page in Fall 2007. A copy will be submitted to the Environmental Protection Agency for filing, and copies distributed to the list or recipients developed for the draft EIS, including commenters of the draft EIS, libraries, agencies, and interested citizens. An electronic copy will be made available on the project web page.

ROD Issuance

After the 30-days no action period has elapsed since the issuance of the Final EIS, FTA would issue a ROD in Fall 2007 to explain why it has selected an alternative for the action per 40 CFR 1505.2. The ROD is a final FTA decision document and is judicially enforceable. It will incorporate any comments received on the Final EIS and responses to those comments. A mailing will be sent that provides a summary of the determination and highlights next steps, and the ROD will be distributed to the recipients of the Final EIS. After 180 days after the date of ROD issuance, the statute of limitations for comment or legal challenge ends per SAFETEA-LU Section 6002: Section 139(l).

However, there will be continued stakeholder briefings, website updates and on-going communication to provide updates and next steps for the project.

Public involvement tools

Listed below is a summary of the public involvement tools (referenced in previous graphic) that will be utilized throughout the project.

Database

A database serves as a mailing and e-mail list and comment tracking system for the project. It will be created at the beginning of the project and updated throughout the life of the project. Topic fields connected to the environmental review process will be developed to associate with the public comments entered into the database. The fields will make it efficient to search by topic and draw up summaries of public comments.

The database will include key stakeholders, community organizations, interested citizens, ferry riders, government officials, media, contacts made at public meetings and requests from the website, e-mail and other communication tools. It will include results of a zip code sort for residents and businesses within a certain radius of the project area. Adjacent property owners will also be notified as required by law.

Stakeholder briefings

Meetings with leaders of area organizations, neighborhood groups, government officials and other stakeholders will be conducted throughout the process to provide project progress and solicit feedback. Meeting summaries, including comments and questions will be drafted and distributed to the project team.

Community/public information meeting(s)

There will be community meetings to engage and inform a broad group of stakeholders and the public at appropriate project milestones. Other public meetings may be added if needed. All meetings will be held at ADA-accessible sites.

A meeting plan will be designed for each event, and will include meeting announcement, format, agenda, materials, displays, comment and feedback. Public comment will be recorded, summarized and shared with the project team.

Appropriate legal notices and advertisements in selected newspapers announcing the date, time, location, and purpose for each public meeting by WSF. Open public information meetings, the public scoping meeting, agency scoping meeting, and the Draft EIS hearing would be advertised three weeks prior and again in five to twelve days prior to the event.

Newsletters/mailings

Newsletters will be mailed prior to community meetings and at key milestones during the project. Highlights will include concepts, schedule, key issues, contact information and a tear off comment form. Mailings will be distributed to contacts in the project database.

The newsletters will be distributed on the ferries and in the terminals, and posted at libraries, local stores, churches and community centers. The newsletters will also be developed to be used as an e-newsletter for local on-line bulletins, and the information will be posted on the project website.

Fact sheets/handouts

Materials—fact sheets, graphics, brochures—will be developed to support briefings, public meetings and other special events.

Community events

Whenever possible, WSF will staff an information booth at local events to provide project information and solicit feedback.

Website and e-mail address

A project website will be set up prior to the release of the first newsletter. A dedicated e-mail address for comments will be included. E-mails generated will be copied to the appropriate project staff and incorporated into a summary of comments generated after public meetings. The website will be regularly updated with new fact sheets, public displays, news releases and other materials. All meeting notices and newsletters will be also included.

News media

Developing relationships with area media will take place early in the public process and maintained throughout the project. The media will be informed through personal contact and news releases. Project materials and meeting announcements will be forwarded to the media and environmental documents will be available upon request. Media packets will be distributed at each meeting and at project milestones as appropriate.

Advertisements announcing the public meetings will be placed in the local newspapers within the project area and news releases will be distributed prior to each public event.

Local elected officials and leaders will be enlisted to author opinion editorials and offer quotes for feature stories as needed. Media coverage will be monitored and responses (letters to the editor) will be drafted when necessary.

Project messages

Public involvement will be more effective if there are clear and consistent project messages. These messages will be used for all speaking points and project materials. Examples of key messages for the project include:

- The existing ferry terminal is old and needs major repairs. It is too small to handle current traffic efficiently and cannot accommodate projected growth in ferry ridership and a third boat when needed in the future on the route.
- Improvements to the terminal are needed to operate the terminal safely and efficiently, to improve access for ferry passengers to rail and bus connections, to improve passenger and vehicle loading/unloading, and encourage HOV travel to

- reduce impacts on the local community, and to meet future security requirements and WSF business initiatives.
- The new terminal will be multimodal, providing connections to several modes of transportation, including ferry, transit, commuter rail and pedestrian.
 - The new terminal location will improve local streets by building a new access road and extending Front Street.
 - The multimodal terminal development is in alignment with the City of Mukilteo's Comprehensive Plan and Shoreline master Program, thereby enhancing the potential for commercial and retail development in the downtown area, improving public access to the waterfront, and improving aquatic and land habitats.

Project identity

All printed materials and the website will have a consistent look and feel to increase the public's recognition of the project.

Environmental justice

The principles embodied in Title VI of the Civil Rights Act of 1964 are reinforced in Presidential Executive Order 12898 and subsequent federal guidance to ensure that environmental justice is made a part of each federal agency's mission. To assist in achieving this mission, outreach to minority and low-income populations is conducted. Members of tribal governments are considered minority populations (see tribal consultation discussed later in this plan). The outreach should identify and assess disproportionately high and adverse health and/or environmental effects of proposed programs and projects. Environmental justice analysis is often incorporated into the NEPA process.

To determine the likelihood of such populations in the vicinity of the Mukilteo Multimodal Ferry Terminal Project, Mukilteo city planners were consulted. They did not identify significantly high minority or low-income populations residing in the study area. A demographic analysis (review of 2000 census data from the U.S. Census Bureau) was also conducted, and identified the potential that 5% of the Mukilteo community could be of Korean descent. Additional outreach will be identified, which may include placing notices in Korean newspapers within the project area and making available Korean translations of notices at public meetings and other distribution sites. Project materials will be available for translation when requested and will include approved American with Disabilities Act and Title VI statements. Meetings will be held in accessible buildings and sign-language interpreters will be provided upon request.

When WSF uses a facility for a public meeting or hearing, and the owner of the facility requests proof of insurance, WSF will secure and provide a Certificate of Insurance from the WSDOT Risk Assessment Division in Olympia. This certificate will indicate that WSF is self-insured for all exposure to tort liability, general liability, property damage liability, and vehicle liability per RCW 43.19.19362.

Issue Identification and Resolution

FTA, WSF, cooperating and participating agencies are provided the opportunity through public interaction activities defined in this plan for early and on-going identification of environmental or socioeconomic issues that could substantially delay or prevent project approval. WSF or the Washington State Governor may request the FTA to convene issue resolution meetings. If resolution of issues cannot be achieved, FTA must notify the Governor, Congress, and the Council on Environmental Quality (CEQ). FTA would publish any unresolved issues in the Federal Register. (SAFETEA-LU Section 6002: Section 139(h))

Tribal consultation

In addition to reaching out to individual Tribal members and the Tribes as stakeholders in this project, WSF and FTA have additional government-to-government responsibilities to consult with the Tribes, Tribal Communities and Nations that may be affected by the project. The Centennial Accord, adopted in 1989, is an agreement between federally recognized Indian Tribes of Washington and the State of Washington to work together to improve the government-to-government relationships between the Tribes and the State. Additionally, the Presidential Executive Memorandum dated September 23, 2004, requires federal agencies like FTA to operate within a government-to-government relationship with federally recognized tribal governments. Moreover, Section 106 of the National Historic Preservation Act requires that federal agencies consult with Indian tribes (as well as the State Historic Preservation Officer) regarding potential effects on historic properties.

WSF and FTA are committed to government-to-government consultation with Tribes on projects that may affect tribal rights and resources. In accordance with WSDOT's Centennial Accord Plan, the Presidential Executive Memorandum and Section 106, the Mukilteo Multimodal project team will engage in early and continuous consultation with affected tribes throughout the project. Because government-to-government consultation with Tribes is different in kind from public involvement generally, and because it arises from unique commitments and obligations as discussed above, Tribal consultation for this project will be conducted under a separate plan, the *Mukilteo Multimodal Ferry Terminal Project, Government-to-Government Tribal Consultation Plan* (September, 2005), rather than under this *Public Involvement Plan*.

Federally recognized Tribes who are signatory to the Point Elliot Treaty of 1855, and ratified in 1859 listed below, are engaged in either Section 106 consultation or government-to-government activities with the project. All of the tribes listed would be invited as participating agencies to the project.

1. Lummi Nation: Usual and Accustomed Area
2. Tulalip Tribes: Usual and Accustomed Area
3. Swinomish Tribal Community: Usual and Accustomed Area
4. Suquamish Tribe- Usual and Accustomed Area
5. Stillaguamish Tribe

6. Sauk-Suiattle Tribe
7. Nooksack Tribe
8. Samish Tribe
9. Upper Skagit Tribe
10. Snoqualmie Tribe
11. Upper Skagit Tribe

Agency consultation

Agency consultation will be led by FTA with WSF to include an early and continuous exchange of information with the appropriate permit agencies. These efforts will be monitored and integrated into this plan as necessary. And regular communication will be established to ensure that these efforts are captured within the overall public involvement documentation.

Affected agencies

- U.S. Army Corps of Engineers;
- NOAA Fisheries
- U.S. Fish & Wildlife Service
- Department of the Air Force
- Washington State Department of Ecology
- Washington State Department of Fish & Wildlife
- Washington State Historic Preservation Office
- City of Mukilteo
- Port of Everett
- Sound Transit
- Community Transit
- Everett Transit
- Island Transit

Agency consultation goals and objectives

- Goal A:** Ensure the open exchange of information, ideas and concerns between WSF and resource agencies about the project, its potential impacts, and appropriate mitigation.
Objective – To engage public and resource agencies regarding the scoping of effects to be evaluated, alternatives to be considered, design development, and mitigation measures.
Objective – Communicate how resource agency comments and concerns were considered in the project development.
- Goal B:** Avoid substantial design changes during permit review.
Objective - Address resource agency feedback and concerns during project development, design and mitigation through early, often and continuous communication and feedback throughout the process.

- Goal C:** Maintain constructive interagency relationships that promote coordinated transportation partnerships.
- Objective* – Understand resource agency permit responsibilities to promote effective interagency communication.
- Objective* – Use the Mukilteo Multimodal Transportation Project to build on relationships between WSF and resource agencies, with whom WSF is or will be engaged in consultation for future projects.

Agency consultation approach

The general approach to resource agency consultation for the Mukilteo Multimodal Ferry Terminal Project is as follows:

- Identify affected resource agencies
- Make official contact with affected resource agencies
- Meet with representatives of affected resource agencies formally and informally to review broad issues as well as details as appropriate
- Hold an agency scoping meeting for the EIS project
- Invite all public agencies to become cooperating agencies to the project
- Invite public agencies who decline the cooperating agency role to become a participating agency
- Seek to resolve issues during all phases of project development including mitigation prior to permit submittals (See also Issue Identification and Resolution above.)
- Document official communications, decisions, and agreements with resource agencies